

Customs Bulletin

Regulations, Rulings, Decisions, and Notices
concerning Customs and related matters



and Decisions of the United States Court of Appeals for the Federal Circuit and the United States Court of International Trade

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THE DEPARTMENT OF THE TREASURY
U.S. Customs Service

Customs Bulletin

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of the United States Court of Appeals for
the Federal Circuit and the United
States Court of International Trade



NOTICE

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AVAILABILITY OF DOCUMENTS
See inside back cover for ordering instructions

U.S. Customs Service

Treasury Decisions

(T.D. 88-67)

RESCINDED NOTICE OF BROKER PERMIT REVOCATION, GEORGE S. BUSH & CO., INC., PORTLAND, OREGON

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General notice.

SUMMARY: Notice is hereby given that George S. Bush & Co., Inc., of Portland, Oregon was erroneously included on the list of Customs broker permits revoked by action of law which was published in the Federal Register on July 11, 1988 (53 FR 26126), and in the CUSTOMS BULLETIN on July 20, 1988, Vol. 22, No. 29 as T.D. 88-39.

To the best of our knowledge George S. Bush & Co., Inc. (Portland), has never possessed a broker permit for San Francisco, and has never conducted Customs business in that district.

Dated: October 13, 1988.

VICTOR G. WEEREN,
Director,
Office of Trade Operations.

[Published in the Federal Register, October 28, 1988 (53 FR 43795)]

(T.D. 88-68)

CONDITIONAL APPROVAL OF FRANCISCO J. ROVIRA, d/b/a INTERNATIONAL MARINE CONSULTANTS, AS A COMMERCIAL GAUGER

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Notice of conditional approval of Francisco J. Rovira, d/b/a International Marine Consultants, as a commercial gauger.

SUMMARY: Francisco J. Rovira, d/b/a International Marine Consultants, of Hato Rey, Puerto Rico, recently applied to Customs for

approval to gauge imported petroleum, petroleum products, organic chemicals and vegetable and animal oils in bulk and in liquid form under § 151.13 of the Customs Regulations (19 CFR 151.13). Customs has determined that Mr. Rovira meets the requirements for conditional approval.

Therefore, in accordance with § 151.13(c), Francisco J. Rovira, d/b/a International Marine Consultants, 429 Padre Rufo Street—Floral Park, Hato Rey, Puerto Rico 00917 (P.O. Box 6085, Old San Juan, Puerto Rico 00903), is conditionally approved to gauge the products named above in all Customs districts.

EFFECTIVE DATE: October 3, 1988.

FOR FURTHER INFORMATION CONTACT: Roger J. Crain, Office of Laboratories and Scientific Services, U.S. Customs Service, 1301 Constitution Avenue, NW., Washington, D.C. 20229 (202-566-2446).

Dated: October 19, 1988.

JOHN B. O'LOUGHLIN,
Director,
Office of Laboratories and Scientific Services.

[Published in the Federal Register, October 26, 1988 (53 FR 43316)]

19 CFR Parts 4, 178

(T.D. 88-69)

CUSTOMS REGULATIONS AMENDMENT RELATING TO UNIQUE BILL OF LADING IDENTIFIER

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: Final rule.

SUMMARY: This document amends section 4.7a, Customs Regulations (19 CFR 4.7a), to require that each bill of lading accompanying a shipment of imported cargo carried by vessel be identified by a unique identifier containing not more than 16 characters. This identifier will serve to distinguish the particular bill of lading from other bills of lading issued by that carrier or issuer and from bills issued by others.

The identifier is designed to enable Customs Automated Commercial System to more accurately track the progress of cargo from its arrival to its release. This will eventually enable Customs to automate all phases of the processing of merchandise from its arrival to its entry into the commerce of the U.S. The unique identifier on the bill of lading will greatly facilitate the automated tracking of the

merchandise covered by the bill of lading. Customs will require the use of the Standard Carrier Alpha Code (SCAC), for the first four characters of the unique identifier.

The identifier will be required whether or not the issuer of the bill is presently participating in the Automated Commercial System. Further it is the number which must be used on any Customs document which requires the bill of lading number.

EFFECTIVE DATE: This amendment is effective March 31, 1989.

FOR FURTHER INFORMATION CONTACT: Robin Landis, Office of Cargo Enforcement and Facilitation, (202) 566-8151.

SUPPLEMENTARY INFORMATION:

BACKGROUND

Customs published a notice in the Federal Register on December 9, 1987 (52 FR 46602) proposing amendments to section 4.7a, of the Customs Regulations (19 CFR 4.7a). The notice proposed requiring a unique bill of lading number designed to enable Customs Automated Commercial System to more accurately track the progress of cargo from its arrival to its release.

Section 431, Tariff Act of 1930, as amended, (19 U.S.C. 1431), requires that the master of every vessel arriving in the U.S. have on board a manifest which contains, among other things, information with respect to the nature of the merchandise on board the vessel. While the information to be provided in the manifest is set forth in section 431, the form of the manifest is to be prescribed by the Secretary of the Treasury. This authority has been delegated to the Commissioner of Customs.

Section 4.7, Customs Regulations (19 CFR 4.7), provides that the manifest shall consist of several documents. Although a bill of lading is not one of the required documents, information from the bill of lading is necessary to complete documentation such as the Cargo Declaration (Customs Form 1302) which forms part of the manifest.

The Cargo Declaration contains a column headed "B/L Nr". When inward foreign cargo is being shipped by container, each bill of lading is to be listed in numerical sequence under that column according to the bill of lading number. At present, the bill of lading number is assigned by the carrier or issuer according to its particular system of internal controls. These systems differ in complexity and sophistication. Accordingly, there is no uniform method by which bills of lading are numbered. In addition, each issuer has a different system with respect to the period of time before which a bill of lading number will be used again.

For more than 3 years, Customs has had under development a system known as the Automated Commercial System (ACS). The ultimate goal of the ACS is to automate all phases of the entry processing of imported merchandise into a single automated system.

Customs has developed the Automated Manifest System (AMS) as an integral module of the ACS. The manifest module is, in essence, both an imported merchandise inventory control system and a cargo release notification system. By comparing information provided in the manifest with automated Customs entry data, Customs will be able to make informed decisions with respect to the allocation of resources for the inspection of merchandise.

The AMS provides benefits to both carriers and Customs by reducing cost, speeding the movement of cargo and enhancing productivity. For example, faster notice of cargo discrepancies can be given. This quicker communication can reduce transit times and ultimately transportation costs to the consumer. Long term benefits are expected to include better utilization of equipment and better staging of cargo for delivery to consignees or their agents.

Carriers may participate directly in the AMS by transmitting manifest data directly to Customs with their own compatible automated system. Alternatively, carriers may use the computer facilities of port authorities, or other service centers which have established interface capability with Customs. These users would enter and transmit the inward cargo manifest data. Customs would thus have inventory files for these manifests. After analyzing the data, Customs would make its decision with respect to inspection and release of the merchandise. The AMS electronically informs the carrier, service center or port authority when the merchandise is authorized for release. This electronic release notification speeds the flow of cargo.

AMS was designed to use the bill of lading number as an identifier for the processing of this data. By focusing on the bill of lading number, Customs can track and make decisions with respect to the disposition of cargo. In order for the bill of lading identifier to function, however, it is obviously essential that each bill of lading number refer uniquely to an individual shipment by a particular carrier or issuer.

The proposed regulation (52 FR 46602), sets forth a uniform method by which carriers and other bill issuers would be required to number their bills of lading. It was proposed that the identifier would be 12 characters in length. It was further proposed that the first four of these characters consist of the four character Standard Carrier Alpha Code (SCAC) assigned to that carrier or issuer in the National Motor Freight Traffic Association, Inc., Directory of Standard Multi-Modal Carrier and Tariff Agent Codes. The SCAC code is considered to be the simplest and most easily utilized method of recognizing the identity of the carrier or other issuer. The next seven characters were to be either numerals or letters (or a combination), allowing carriers to utilize the identifier with their own system. It was proposed that the last character should be a "check dig-

it", a numeral which is designed to be used to verify the validity of the preceding digits.

To make certain that the identifier remains unique, the proposed regulation provided that the number assigned to the bill of lading shall not be used by the issuer for another bill of lading for a period of 10 years after issuance.

DISCUSSION OF COMMENTS

Sixty-two comments were received, many of them quite detailed, touching on various aspects of the proposal. Nearly all of the commenters agreed with the concept of the unique identifier. They disagreed on the format that the identifier should take.

Comment:

Several commenters understood the necessity for uniqueness in bills of lading issued by a carrier, but did not understand why each carrier could not employ its own system for uniqueness which was particularly suited to its commercial needs. This flexible approach it was argued, is the best one. As long as each system is individually compatible with AMS, Customs should be satisfied.

Customs Response:

Customs would prefer to allow each carrier to employ the system most convenient for that carrier. Unfortunately, the AMS simply could not accommodate such diversity. It is essential that a uniform system be in place for AMS to function, especially as participation in the system grows.

Comment:

Many commenters felt that the SCAC code should not be part of the unique identifier. They noted that the SCAC Code for the international carrier is already captured in AMS and that its inclusion in the identifier is superfluous. In addition, they argued that requiring the SCAC Code as part of the identifier does not leave enough possible combinations to account for all of the bills of lading that they might issue. Finally, certain commenters stated that use of the SCAC will cause confusion with their container numbers which are also identified by the SCAC code.

Customs Response:

The SCAC code is included in the identifier to allow the bill of lading number, standing alone, to identify the issuer. This will enable Customs personnel to focus on the issuer for enforcement purposes. In addition, since the proposal embraces all bills of lading, it is obviously not true that the international carrier's SCAC code will always be the same as the issuer's code. While a few carriers use the SCAC code for other purposes, we believe that the SCAC code is the best method for Customs to identify the issuer of the bill. Ac-

cordingly, Customs has decided to retain the requirement that the first four digits consist of the SCAC code.

Comment:

Several commenters argued that the identifier is not long enough to allow for the 10 year uniqueness period.

Customs Response:

Customs believes that many of the commenters have failed to realize that they may use alpha as well as numeric symbols in the unique identifier. These commenters may be underestimating the number of bills that can be issued under the proposal. However, upon further consideration of the matter, Customs has determined that additional places in the identifier are appropriate in order to accommodate a greater number of bills of lading and to conform the proposal to the international standard. Accordingly, Customs has decided to change the format of the identifier to require that the identifier contain up to twelve characters after the SCAC Code.

In addition, Customs has determined that a uniqueness period of 10 years is too burdensome. Accordingly, Customs has changed the period during which the number must remain unique to 3 years.

Comment:

Many commenters believe that Customs should not unilaterally impose this requirement on carriers which must do business in a variety of countries. The decision as to the proper format for a unique identifier should be worked out at the international level.

Customs Response:

Customs has pursued this initiative at the international level for some time. It has not been possible to reach a consensus as to the proper format for a unique identifier. Because a unique identifier is necessary to the continued implementation and expansion of Customs automation efforts, Customs has decided that it can no longer await resolution at the international level. However, Customs has adopted the international standard of 12 characters for the numbering portion of the identifier.

Comment:

Many carriers state that they have a substantial investment in the automation system which they presently have in place and that the modification of their system to the one required by Customs will be costly.

Customs Response:

Customs recognizes that there are expenses associated with the conversion from existing systems to the system which Customs is mandating. It must be recognized that any system adopted by Customs would require changes on the part of some carriers. Customs

has chosen the format that is most operationally sound for Customs while taking into account the comments received.

Comment:

Some commenters would like an identifier which would be long enough to include additional digits for their own business purposes. They suggest a longer identifier, of 22 digits.

Customs Response:

As discussed above, Customs has decided to add four places to the identifier. We believe that adding any more digits to the identifier would be operationally unacceptable. The additional key stroking of these digits would cause an inevitable increase in data transmission errors. Accordingly, we decline to enlarge the identifier beyond the additional four places.

Comment:

Several commenters stated that the numbering of a bill of lading should be left to carriers rather than prescribed by government regulation.

Customs Response:

Customs has the authority to prescribe the format of the bill of lading under existing law. We believe that Customs responsibilities of assuring the rapid and smooth movement of international cargo provide a sound basis for this initiative.

Comment:

Many of the commenters opposed the use of a check digit. These commenters believed that employing the check digit requires a degree of technical sophistication that is simply not present among those who are charged with issuing the bills of lading. These commenters believe that the check digit should be eliminated.

Customs Response:

Upon further consideration of the matter, Customs believes that the advantages of a check digit are outweighed by the problems which may be caused by its implementation. Accordingly, Customs has eliminated the check digit as part of the unique identifier.

Comment:

Many carriers request that Customs prescribe a period for the implementation of the uniqueness requirement because of the time that will be taken in making the transition to the new requirement. Certain commenters believe that a 12-month period in which to make changes is required. Others believe that a minimum of 6 months is necessary.

Customs Response:

Customs agrees that a transitional period is desirable. Upon consideration of the comments and the nature of the regulatory

change, Customs deems it appropriate that this amendment shall become effective on March 31, 1989.

The identifier will then be required on bills of lading, whether or not the issuer of the bill is participating in ACS. It will be the number which must be used on any Customs document which requires the bill of lading number.

In order for Customs to implement the unique bill of lading identifier, all issuers of bills of lading are required to submit to Customs a SCAC code verified by the National Motor Freight Traffic Association. It will also be necessary for the issuers of bills of lading to submit: An accurate spelling of the corporate name; complete address, zip code, and telephone number of the corporate headquarters. This information should be sent to: Director, Office of Automated Commercial Systems, U.S. Customs Service, 1301 Constitution Avenue, NW., Room 4220, Washington, D.C. 20229.

If a carrier or issuer of bills of lading is not yet in possession of a SCAC code, one should be obtained by contacting Mr. Paul Levine at the following address:

National Motor Freight Traffic Association, Inc.
2200 Mill Road
Alexandria, VA 22314
Telephone number: (703) 838-1822

Customs will accept only one SCAC code from each carrier, and those issuing bills of lading will be expected to be in complete compliance with the aforementioned requirements.

After a careful review and analysis of all the comments and further consideration of the subject matter, Customs has decided to adopt the aforementioned amendment to Part 4, Customs Regulations (19 CFR Part 4) as proposed; however, the format of the unique identifier has been changed as follows. The unique bill of lading number will be comprised of two elements. The first element will be the four character SCAC code of the issuer of the bill of lading. The second element may be up to 12 characters in length and may be either alpha and/or numeric. When alpha and numeric characters are used, the alpha characters must be grouped in the first or last positions of the identifier and not commingled with numeric characters. The check digit has been eliminated. Customs further determined that the number assigned to the bill of lading shall not be used by the issuer for another bill of lading for a period of 3 years. Finally, all carriers must submit their designated SCAC code and the additional information as required in this notice, before March 31, 1989 which is the effective date of these regulatory changes.

REGULATORY FLEXIBILITY ACT

The document will not have a significant economic impact on a substantial number of small entities. Therefore, a regulatory flexi-

bility analysis is not required pursuant to the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*).

EXECUTIVE ORDER 12291

The document does not meet the criteria for a "major rule" as specified by E.O. 12291. Accordingly, no regulatory impact analysis is required.

PAPERWORK REDUCTION ACT

The amendments are subject to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501). The collection of information contained in this final regulation has therefore been reviewed and approved by the Office of Management and Budget in accordance with the requirements of the Paperwork Reduction Act (44 U.S.C. 3504(h)) under control number 1515 - 0412. The estimated average burden associated with the collection of information in this final rule is 6 minutes. Comments concerning the accuracy of this burden estimate and suggestions for reducing this burden should be directed to U.S. Customs Service, Paperwork Management Branch, Washington, D.C. 20229 and to the office of Information and Regulatory Affairs, Office of Management and Budget, Washington, D.C. 20503, Attention Desk Officer for U.S. Customs Service.

DRAFTING INFORMATION

The principal authors of this document were Myles B. Harmon and Ann S. Minardi, Regulations and Disclosure Law Branch, U.S. Customs Service. However, personnel from other offices participated in its development.

LIST OF SUBJECTS IN 19 CFR PART 4

Carriers, Manifest, Vessels, Bill of lading.

AMENDMENTS

This document amends Parts 4 and 178, Customs Regulations (19 CFR Part 4, 178), as set forth below.

PART 4—VESSELS IN FOREIGN AND DOMESTIC TRADES

1. The general authority citation for Part 4, continues to read as follows:

Authority: 5 U.S.C. 301; 19 U.S.C. 66, 1624; 46 U.S.C. 3, 91, 2103. There is no change to the specific authority citations.

2. Section 4.7a(c)(2) is amended by adding a new subsection (iii) to read as follows:

§ 4.7a Inward manifest; information required; alternative forms.

* * * * *

(c) *Cargo Declaration*

(2) * * *

(iii) All bills of lading, whether issued by a carrier, freight forwarder, or other issuer, shall contain a unique identifier consisting of up to 16 characters in length. The unique bill of lading number will be compromised to two elements. The first element will be the first four characters consisting of the carrier or issuer's four digit Standard Carrier Alpha Code (SCAC) assigned to that carrier in the National Motor Freight Traffic Association, Inc., Directory of Standard Multi-Modal Carrier and Tariff Agent Codes, applicable supplements thereto and reissues thereof. The second element may be up to 12 characters in length and may be either alpha and/or numeric. When alpha and numeric characters are used, the alpha characters must be grouped in the first or last positions of the identifier and not commingled with numeric characters. The unique identifier shall not be used by the carrier, freight forwarder or issuer for another bill of lading for a period of 3 years after issuance.

PART 178—APPROVAL OF INFORMATION COLLECTION REQUIREMENTS

1. The authority citation for Part 178 continues to read as follows:

Authority: 5 U.S.C. 301; 19 U.S.C. 66, 1624; 46 U.S.C. 3, 91, 2103.

2. Section 178.2 is amended by inserting, in numerical order, the following entry:

| 19 CFR Section | Description | OMB Control No. |
|----------------|--|-----------------|
| § 4.7a | Unique bill of lading identifier for inward manifests. | 1515-0142 |

MICHAEL H. LANE,
Acting Commissioner of Customs

Approved: October 19, 1988.

SALVATORE R. MARTOCHE,
Assistant Secretary of the Treasury.

[Published in the Federal Register, October 26, 1988 (53 FR 43197)]

(T.D. 88-70)

**REVOCATION OF INDIVIDUAL BROKER'S LICENSE NO. 5502;
ROBERT J. FUSCO**

AGENCY: U.S. Customs Service, Department of the Treasury.

ACTION: General notice.

SUMMARY: Notice is hereby given that the Secretary of the Treasury on July 15, 1987, pursuant to Section 641, Tariff Act of 1930, as amended (19 U.S.C. 1641), and Part 111.74 of the Customs Regulations, as amended (19 CFR 111.74), revoked the individual broker's license No. 5502 issued to Robert J. Fusco. This action having been upheld by the United States Court of International Trade (Court No. 87-11-01081) is effective as of September 14, 1988.

Dated: October 21, 1988.

VICTOR G. WEEREN,
Director,
Office of Trade Operations.

[Published in the Federal Register, November 1, 1988 (53 FR 44140)]

U.S. Court of Appeals for the Federal Circuit

(Appeal No. 88-1233)

FUNDICAO TUPY S.A. AND TUPY AMERICAN FOUNDRY CORP., PLAINTIFFS-APPELLANTS v. UNITED STATES, DEFENDANT-APPELLEE, CAST-IRON PIPE FITTINGS COMMITTEE, DEFENDANT

John G. Wasserman, Freeman, Wasserman and Schneider, of New York, New York, argued for plaintiffs-appellants. With him on the brief were *Bernard J. Babb*, *Jerry P. Wiskin* and *Patrick C. Reed*.

Elizabeth C. Seastrum, Department of Justice, of Washington, D.C., and *Edwin Madaj, Jr.*, U.S. International Trade Commission, of Washington, D.C., argued for defendant-appellee. With them on the brief were *John R. Bolton*, Assistant Attorney General, *David M. Cohen*, Director, Department of Justice, *Lyn M. Schlitt*, General Counsel and *James Toupin*, Assistant General Counsel, U.S. International Trade Commission. Also on the brief were *Robert H. Brumley*, Deputy General Counsel, *M. Jean Anderson*, Chief Counsel, International Trade and *Craig L. Jackson*, Attorney-Advisor, International Trade Administration, U.S. Department of Commerce, of counsel.

Appealed from: U.S. Court of International Trade.

Judge WATSON, *Judge DiCARLO* and *Judge TSOUCALAS*.

(Decided October 19, 1988)

Before *NIES*, *Circuit Judge*, *COWEN*, *Senior Circuit Judge*, and *MICHEL*, *Circuit Judge*.

PER CURIAM.

This appeal is from the judgment of the United States Court of International Trade,*

dismissing the complaint of Fundicao Tupy S.A. and Tupy American Foundry Corporation (collectively "Tupy"), seeking to overturn an antidumping order on malleable cast iron pipe fittings from Brazil. Tupy had challenged both the final determination of the International Trade Administration of the United States Department of Commerce ("ITA") that such goods were being sold at less than fair value and the final determination of the International Trade Commission ("ITC") that a United States industry was materially injured by reason thereof. See 19 U.S.C. § 1673d (1982).

* *Fundicao Tupy S.A. v. United States*, 678 F. Supp. 898 (CIT 1988) (Watson, DiCarlo, Tsoucalas, JJ.).

On appeal Tupy argues that the ITA improperly failed to make a "level-of-trade" adjustment, as required under 19 U.S.C. § 1677b(a)(4)(B) (1982) and 19 C.F.R. § 353.19, in calculating the foreign market value of the pipe fittings and that the trial court improperly supplied a rationale not used by the ITA in affirming the denial of the adjustment. We do not agree. The opinion by the trial court reflects no different "rationale." Both decisions rest on Tupy's failure to prove, as the ITA stated, that "it [Tupy] has incurred different costs." The record does show that Tupy sells at the retail level in Brazil and at the wholesale level in the United States. Although Tupy asserts that there is "clear, undisputed evidence of the amount of the required level of trade adjustment," we find no evidence with respect to the *amount* that is not speculative. It would be necessary to assume that the cost differential is the same in Brazil as in the United States. Thus, we agree with the trial court that the ITA acted within the limits of its discretion in denying an adjustment based on insufficiency of proof.

Tupy challenges the ITC's use of the cumulation provision of the Trade and Tariff Act of 1984, 19 U.S.C. § 1677(7)(C)(iv) (Supp. III 1985), in reaching its determination of material injury to the domestic industry. The ITC cumulated sales from Brazil, Korea, and Taiwan without determining that the sales from a particular country, considered alone, caused "material injury." Per Tupy, the statute allows cumulation only for purposes of considering the volume and price effect of imports, and not for purposes of assessing the impact of imports on the domestic industry. The latter element, per Tupy, must be considered on a country-specific basis.

We find the ITC's interpretation reasonable and we reject Tupy's argument that the interpretation is contrary to the intent of Congress. The legislative history of the final version of the statute reflects no intent by Congress to require findings of causation for each country. Rather, the sparse legislative history available indicates the opposite. The bill, as originally introduced, would have adopted Tupy's position, but it was specifically amended to eliminate the restriction Tupy would have us read into the statute. The Committee's report states in part:

The Committee amended the criteria to permit cumulation of imports from various countries that each account individually for a very small percentage of total market penetration, but when combined may cause material injury. The requirement in the bill as introduced that imports from each country have a "contributing effect" in causing material injury would have precluded cumulation in cases where the impact of imports from each source treated individually is minimal but the combined impact is injurious. (Emphasis added.)

H.R. Rep. No. 725, 98th Cong., 2d Sess. 37, reprinted in 1984 U.S. Code Cong. & Admin. News 5164. Moreover, certain Committee

members voiced objections to the amended bill for precisely the reason which prompted the amendment. *Id.* at 94, *reprinted in* U.S. Code Cong. & Admin. News at 5188. We are unpersuaded that this interpretation conflicts with the Anti-Dumping Code of the General Agreement on Tariffs and Trade or that an error in the court's opinion as to the date of that code (i.e., 1967 for 1979) shows "basic ignorance" of our trade law. The language in issue is the same in both versions. The mistake is hardly of the size to which Tupy would inflate it.

Finally, from our review of the record we are unpersuaded that the ITC's finding that imports from Korea and Taiwan competed in the United States market with imports from Brazil is unsupported by substantial evidence.

Accordingly, for the foregoing reasons, the decision of the Court of International Trade is affirmed, and we adopt that court's more extensive analysis of the above issues.

AFFIRMED

United States Court of International Trade

One Federal Plaza
New York, N.Y. 10007

Chief Judge

Edward D. Re

Judges

Paul P. Rao
James L. Watson
Gregory W. Carman
Jane A. Restani

Dominick L. DiCarlo
Thomas J. Aquilino, Jr.
Nicholas Tsoucalas
R. Kenton Musgrave

Senior Judges

Morgan Ford

Frederick Landis

Herbert N. Maletz

Bernard Newman

Samuel M. Rosenstein

Nils A. Boe

Clerk

Joseph E. Lombardi

United States Court of International Trade

Washington, D. C.
20540

Room 400
Building 10

Telephone: (202) 475-1000
Teletype: (202) 475-1000
Facsimile: (202) 475-1000
Internet: <http://www.uscourts.gov>

United States Court of

International Trade

Room 400

Building 10

Washington, D. C.

20540

Room 400

Building 10

Washington, D. C.

20540

ANNOUNCEMENT

Chief Judge Edward D. Re has announced the call of the Fifth Annual Judicial Conference of the United States Court of International Trade. The Conference is scheduled for Friday, November 18, 1988 in The Ballroom at Windows on the World, 106th Floor, One World Trade Center, New York, New York and will commence at 9:00 a.m.

The theme of the Conference is: "The Administration of Justice—the Responsibility of Bench and Bar: Evaluating the Fairness, Efficiency and Cost-Effectiveness of Litigation."

The Honorable Peter W. Rodino, Jr., Chairman, Committee on the Judiciary, United States House of Representatives, will present Chief Judge Re with the Court's Distinguished Service Award for his outstanding contributions to the administration of justice in the field of international trade law.

The Honorable Howard T. Markey, Chief Judge, United States Court of Appeals for the Federal Circuit, will be a special guest.

The Conference will be attended by the Judges of the United States Court of International Trade, officials from the International Trade Commission, the Customs Service, the Departments of Justice, Commerce, and Treasury; members of the Bar of the Court; and other distinguished guests.

More than 400 lawyers, the largest single gathering in the United States of attorneys interested in the field of customs and international trade law, have participated in each of the past four Annual Judicial Conferences.

Lawyers and other interested persons are invited to attend. Since capacity is limited, early return of your registration form is suggested. To facilitate final arrangements, it would be appreciated if your registration form is received on or before Friday, November 4, 1988.

For further information, please write to:

USCIT Judicial Conference
c/o Office of the Clerk
United States Court of International Trade
One Federal Plaza
New York, New York 10007

Dated: October 7, 1988.

JOSEPH E. LOMBARDI,
Clerk of the Court.

ANNOUNCEMENT

The Board of Directors of the American Chemical Society, in its meeting held at New York, N. Y., on the 10th day of June, 1908, has adopted the following resolution:

Resolved, That the American Chemical Society, in its meeting held at New York, N. Y., on the 10th day of June, 1908, has adopted the following resolution:

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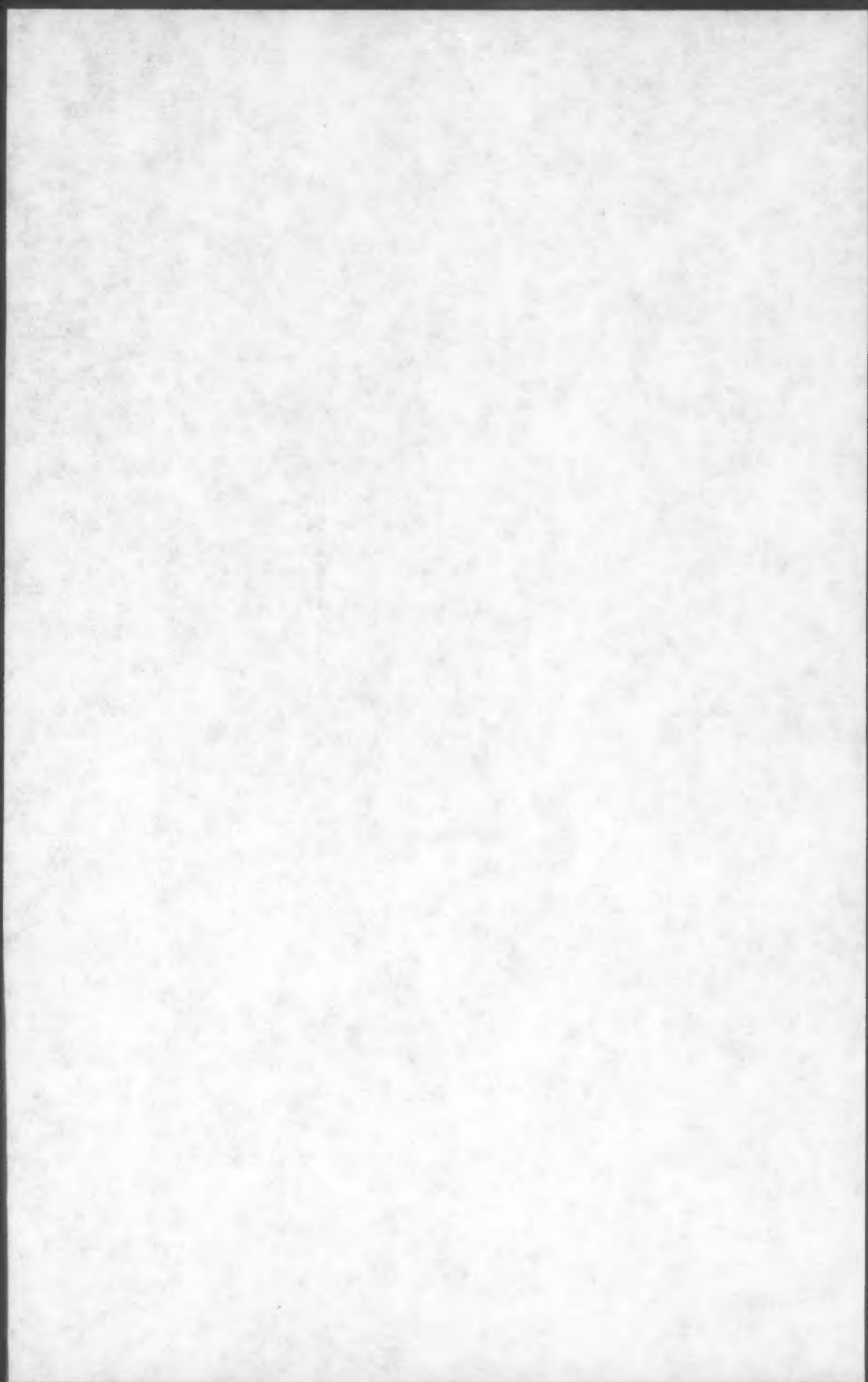
Resolved, That the American Chemical Society, in its meeting held at New York, N. Y., on the 10th day of June, 1908, has adopted the following resolution:

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